

Request for City Council Committee Action from the Department of Public Works

Date:	May 14, 2013		
То:	Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee		
Subject:	Establishment of Critical Parking Area #32		
Recommendation:			
	Adopt the Findings per Ordinance 478.710, and approve a "Type B" critical traffic and parking area, which will include the following city streets: 4th Street NE from 13th Avenue NE to 15th Avenue NE (East Side).		
Previous Directives: None			
Department Information:			
Prepared by: Tim Drew, Traffic Engineer			
Approved by:			
Steven A. Kotke, P.E., Director of Public Works			
Presenters in Committee: Tim Drew			
• Civil Right	s Approval	Approval Date Approval Date Approval Date	
Financial Impact No financial impact			
 Community Impact Neighborhood Notification: Neighborhood Meetings were held to discuss the parking 			

Supporting Information

Comprehensive Plan

Zoning Code Other

City Goals: Ensure a Healthy, vital and safe city.

Background

The requested Critical Parking Area (CPA) is being implemented due to the lack of on-street parking on 4th Street NE caused by vehicles from adjacent businesses. These vehicles occupy the majority of the available on-street parking in the neighborhood. The 5PM to 2AM timeframe was chosen by the residents because it is when the neighborhood is most congested with vehicular traffic. The Critical Parking Area above will be signed "No Parking, Except by Permit, 5PM to 2AM, Thursday - Saturday". This Critical Parking Zone is intended to be an effective deterrent in keeping the customers of the adjacent businesses from occupying all available spaces in the neighborhood.

The above area meets the procedure for the establishment of a Critical Parking Area, which includes:

- A written petition signed by at least 75% of the dwelling units located within the proposed critical traffic and parking area,
- The number of non-resident parkers during the requested hours/days of enforcement exceeds thirty-three (33) percent of the number of on-street spaces in the area, and
- The minimum area exceeds one (1) block.

Findings

No critical traffic and parking area may be established unless the City Council shall have made the following findings:

- 1. The area is detrimentally impacted by parking of commuter, student, customer or visitor/guest vehicles generated by area businesses, institutions or recreational/entertainment facilities during the proposed hours of restriction.
 - The area is detrimentally impacted by vehicles from customers and visitors generated from area businesses and recreational/entertainment facilities.
- 2. The area does not have sufficient off-street vehicular parking for the use and convenience of the residents thereof in the vicinity of their homes.
 - There is not sufficient off street parking for all the addresses listed on the Critical Parking petitions.
- 3. Vehicle noise, pollution or congestion will work unacceptable hardships on residents of the area if present parking is allowed to continue unregulated.
 - Vehicle congestion and traffic circulation has increased and creates unacceptable hardships on the residents of the area.
- 4. The health, safety and welfare of residents of the area and the city as a whole and the attractiveness and livability of specific neighborhoods will be promoted by a system of preferential parking enacted under this section.

Excessive traffic and parking in the area will reduce the health, safety and welfare of the area thus resulting in a less attractive and livable neighborhood. The preferential parking will encourage more walking, biking, and bus connections that will assist in meeting the City's transportation goals.

The Findings for the establishment of a critical traffic and parking area, in accordance with section 478.710 of the Minneapolis Code of Ordinance, have been met.

Attachment: Map of Area

Cc: Council Member Hofstede Clara Schmit-Gonzalez Doug Maday